

CHE China Mail.

Established February, 1843.

VOL. XLI. No. 6935.

號九十月十年五十八百八十一英

HONGKONG, MONDAY, OCTOBER 19, 1885.

日二十九年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

Notices of Firms.

NOTICE

I HAVE THIS DAY ESTABLISHED myself as GENERAL BROKER and COMMISSION AGENT, specially of CHINIAN Goods from Canton.

F. X. DA CRUZ,
No. 3, Stanton Street.

Hongkong, October 1, 1885. 1722

NOTICE

M R. JAMES DUKS MONRO is authorized to SIGN our Firm.

BRADLEY & Co.

Swatow, 22nd September, 1885. 1665

Intimations.

TO CONTRACTORS.

SEALED TENDERS will be Received by the Undernamed, at or before Five O'CLOCK P.M. of MONDAY, the 28th October, for the CONSTRUCTION of Sections 2, 3, and 4 of the PEAK TRAMWAY, according to Plans and Specifications to be seen on application to J. E. BOULTON, C.E., here, between 9 a.m. and 5 p.m., from whom Copies of Specifications, Schedules of Quantities, and Forms of Tenders may be obtained.

Tenders should be addressed to the GENERAL MANAGER, and marked "Tender for Peak Tramway."

The lowest or any Tender may not be accepted.

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The lowest or any Tender may not be accepted.

COURT OF DIRECTORS.
Chairman—H. F. D. SASQUON.
Deputy Chairman—A. MOYER, Esq.
D. B. BOTTOMLEY, M. GROTE, Esq.
H. HOPKINS, Esq.
H. L. DAILEYMPLE, H. P. KESWICK, Esq.
W. H. FORBES, Esq. E. E. BASSON, Esq.

Officer Manager—THOMAS JACKSON, Esq.

Manager—EVAN CAMERON, Esq.
LONDON BANNERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

O N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BANKS DISCOUNTED:

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drats granted in London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Officer Manager.

Hongkong, August 24, 1885. 1449

NOTICE.

RULES OF THE HONGKONG

SAVINGS' BANK.

L—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4—Interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

5—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors will not make entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Officer Manager.

Hongkong, May 7, 1885. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000

Paid-up.....\$500,000

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,

buys and sells Bills of Exchange,

issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, July 4, 1885. 1128

WILLIAM DOLAN,

RAIL MAKER & SHIP CHANDLER,

28, PLATA CRISTAL.

COTTON DUKE'S HEMP CANVAS,

MARINA HOPE AMERICAN OAKUM, LIFE BUOYS,

COKE JACKETS,

AN. 40, 20.

Hongkong, May 1, 1885. 200

THE HARDEN

HAND FIRE EXTINGUISHER CO.

THE HARDEN

THE HARDEN</p

THE CHINA MAIL

[No. 6935.—OCTOBER 19, 1885.]

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL.

Manager, NEIL O'BRIEN.

UNABATED SUCCESS

of the

MASCOTTE OPERA COMPANY.

TO-MORROW EVENING,

TUESDAY, the 20th October.

OFFENBACH'S SPARKLING COMIC OPERA,

'LA PERICHOLE,'

'LA PERICHOLE,'

'LA PERICHOLE.'

Conductor, SIGNOR VALENZA.

Box Plan now open at KELLY & WALSH'S (Limited).

Hongkong, October 19, 1885. 1823

FOR SHANGHAI.

The Steamship

Ningpo,

Capt. W. Potts, will be despatched for the above Port: TO-MORROW, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, October 19, 1885. 1822

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cars & Passengers at through rates for NINGPO, CHEFOO, NEW CHWANG, TIENSIN, HANKOW, and Ports on the YANGTSE.)

The Co.'s Steamship
Patriot.

Capt. THOMPSON, will be despatched as above on WEDNESDAY, the 21st instant, at Day-light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 19, 1885. 1821

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Menelaus,

Captain NELSON, will be despatched as above on SATURDAY, the 24th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 19, 1885. 1820

FOR MANILA.

The Spanish Barque
Ventura,

Captain UZALDE, will be despatched for the above Port on FRIDAY, the 23rd Instant, at 5 p.m.

For Freight, apply to

REMEDIOS & Co.,

Agents.

Hongkong, October 19, 1885. 1819

FOR LONDON VIA SUEZ CANAL.

The Steamship
Glory,

Captain GEARE, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, October 19, 1885. 1818

FOR MANILA.

The Spanish Barque
Ventura,

Captain UZALDE, will be despatched for the above Port on FRIDAY, the 23rd Instant, at 5 p.m.

For Freight, apply to

REMEDIOS & Co.,

Agents.

Hongkong, October 19, 1885. 1819

To-day's Advertisements.

TENDERS WANTED.

TENDERS are INVITED by the Under signed up to Noon TO-MORROW, the 20th Instant, for DOCKING the S.S. CAMORTA, and for REPAIRING DAMAGES to her, the Particulars of which may be obtained from them, or from the CAPTAIN on board.

The lowest or any Tender will not necessarily be accepted.

JARDINE, MATHESON & Co., Agents S.S. Camorta.

Hongkong, October 19, 1885. 1817

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

B. H. STEENKEN, German brig, Captain Chr. Meyer—Melchers & Co.

CENTENNIAL, American ship, Capt. J. M. Bearce—Order.

DAWNTOWN, British barque, Capt. Benj. Flinton—Melchers & Co.

EDWARD MAY, American barque, Capt. G. A. Johnson—Russell & Co.

ISAAC REED, American ship, Capt. E. C. Colley—Order.

MONARCH, American ship, Capt. H. McKenzie—Douglas Laird & Co.

PENNY, French barque, Capt. Sovraine—Carlowitz & Co.

TITAN, American ship, Capt. C. H. Allyn—Russell & Co.

VENTURA, Span. barque, Capt. Uriasandi—Remedios & Co.

SHIPPING.

ARRIVALS.

October 17, 1885.

VENICE, British steamer, 1,271, J. B. Peter, Sydney September 20, Brisbane 23, Townsville 27, Cooktown 29, Thursday Island October 3, Coal and General—GIBB, LIVINGSTON & CO.

STORE, Nordic, Danish cable steamer, 507, E. Suenson, Shanghai via Amoy, Oct. 14, Cable—GREAT NORTHERN TELEGRAPH CO.

ROYAL SERVICE, British ship, 1,382, L. J. B. Boms, Moolysville, (Burke's Inlet), July 27, Lurker and Spars—JARDINE, MATHESON & CO.

October 18:

GREYHOUND, British steamer, 227, General, put back—ARMSTRONG, BELL & CO.

HOUK, British steamer, from Whampoa.

MARIA, British steamer, from Whampoa.

NINGPO, British steamer, from Whampoa.

DJEMNAH, French ship, 2,435, Vasquier, Lorient, October 16; Mail and General—MESSAGERIES MARITIMES.

CRUSADER, British steamer, 647, J. Rowin, Haiphong October 16; Mail and General—MESSAGERIES MARITIMES.

PELAGIA, British steamer, 1,271, J. B. Boms, Moolysville, (Burke's Inlet), July 27, Lurker and Spars—JARDINE, MATHESON & CO.

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DETACHED.

PER DANE, for Amoy, Messrs Edward Stevens and Neerens, for Foochow, Messrs Newton and Ondug Far Tchang.

PER GLORIAND, for London, Mrs Chater and 2 children.

PER MARIA, for Amoy, 80 Chinese.

PER MARIA, for Quinhon, 1 European, and 30 Chinese.

PER ORCHIDEA, for Saigon, 150 Chinese.

PER FRO, for Chefoo, 8 Chinese.

PER STAFF, for Singapore, 12 Chinese.

PER EMERALDO, for Manila, 5 Europeans, and 100 Chinese.

Saigon September 27, Paddy, Machinery & Cotton. RUSSELL & CO.

TSI YUEN, German ironclad, 3,200, C. Arnold, Steamer and Singapore October 13.

KUT SANG, British steamer, 1,492, W. O. M. Young, Shanghai October 16, General—JARDINE, MATHESON & CO.

DEPARTURES.

October 18:

HOILOU, for Shanghai.

VOGLA, for Yokohama, &c.

MIDGE, British gunboat, for a cruise.

LINNET, for Calao.

NESTOR, for Amoy and Shanghai.

CLAYMORE, for Swatow.

COASTAL, for Coast Ports.

GLOMANGHORN, for Singapore and London.

TRIUMPH, for Saigon.

CARIBBEAN, for Quinhon and Tournon.

SMIT, for Chitao.

SMIT, for Singapore.

PECHILI, for Whampoa.

THE CHINA MAIL.

cooddingyamming, especially the former. Mr. Tyrell's topical song created quite a furor. All the latest local topics were treated of in a clever and witty manner. Messrs Farley and Reid sang and acted their parts well. To-morrow evening, the Company will appear in *La Perle*.

We (*N.C.D. News*) are sorry to hear of the deaths, from cholera, of the Rev. John Butler of the American Presbyterian Mission at Ningpo, and of his eldest son, Mr. Butler, with his family and four other families of missionaries were on their way in boats from Chinkiang to Soochow. They all left Chinkiang together on Saturday night (the 10th instant) and got between one and two miles from the city when they anchored so as not to travel on Sunday. Divine service was held; and while it was being conducted, Mr. Butler's son was taken ill and had to be carried out of the meeting, though no one at the time thought the illness was serious. Later on, finding that it was, Miss Dr Hong of Chinkiang was sent for, but the child died at 3 a.m. on Monday. Previous to this, Mr. Butler fell sick, so the Rev. Dr Farham, who was one of the party, went into Chinkiang and obtained the assistance of Dr White, who pronounced the case hopeless. Dr Farham then went to obtain a coffin for Mr. Butler's son, and when he returned, he found that the father had died at noon. After the funerals, both coffins being deposited in one grave, some of the missionaries returned to Shanghai by the *Kianyu* on the 13th instant, while others continued their journey to Soochow. Mr. Butler came out to Ningpo in 1868. He was a contributor to this paper, and recently wrote the descriptive notes on *Ta-Lu Shan*.

The departure of the Royal Inniskillings from Singapore, a regiment well known in Hongkong, owing to its having been stationed here formerly, is thus chronicled by the *Strait Times* of the 12th instant:—The 27th Royal Inniskilling Fusiliers left Tangu Barracks for Tanjong Pagan wharf to embark on board the steamer *Himalaya* at 6 o'clock this morning, and the remaining three Companies of the 3rd Buffs, which did not land for want of accommodation, marched into Barracks at the same time. The Band of the 3rd Buffs' escorted the Inniskillings as far as Grange Road, halted on one side of the road, and struck up 'Auld Lang Syne' while the departing Regiment marched past amidst cheering cheers raised by their own men and which were returned by the new comers. The *Himalaya* will leave this early to-morrow for Mauritius and the Cape, and before finally parting with the 27th Royal Inniskilling Fusiliers, it may not be out of place here to say that the Regiment, during their four years' stay amongst us has certainly earned a name for itself for the good behaviour and orderly conduct of their men, who carry with them the best wishes of many friends whom they have made here. To the above, we may add the words of Major General Cameron, when addressing the officers and men after the inspection the other day, who said that he was not one to give praise where praise was not due. A steady Regiment on parade than the one before him he had seldom seen, and wherever they go, should they be called in action the gallant Inniskillings will no doubt distinguish themselves as they have always done, &c., &c. We wish them a pleasant passage, and a safe arrival at their destination.

The French transport *La Dizies* left Shanghai on the afternoon of the 14th instant for Saigon.

Among the passengers on the *Greyhound*, from Soochow, were four Chinese *Ingenieurs* who were to go to Europe to superintend the construction of the new iron-clads for the Imperial Navy.

According to the *Java Body's Acheen* correspondent, the public prosecutor in the *Civeton* case demanded a fine of 30,000 guilders. The supercargo has appealed against the sentence imposing a fine of 20,000 guilders, to the Court of Justice at Padang.

The N.C. Daily News notices in the Home papers the announcement of the death of Mr. Sydney Laycock. He was Secretary of Legation in Japan in 1863 and was transferred to China in 1868. In 1871 he was appointed Minister Resident in Service. He died from the effects of a sunstroke received in Belgrade.

A fire which broke out in Shanghai city on Sunday night, the 11th instant, burnt till 6 a.m. on the 12th instant and one hundred and twenty houses were destroyed. It was caused by the bursting of a lamp, at least as the natives say, but it is always the same story, always someone that does the mischief. As the tide was low, very little water was to be had when the fire broke out.

Tarzan was a brutal outrage in a village near Pagoda Anchorage on Wednesday evening, the 7th instant. A man, his wife and a daughter had lately returned here with their savings and opened a shop. On Wednesday night three or four *Han* soldiers got the door open and tried to carry off the girl, presumably as a means of squeezing out a few dollars by way of ransom. She made a noise and then one of them killed her with a knife. The father and mother, who had come to the rescue of the child, were not attacked and so severely injured that they were not expected to recover. The authorities promptly secured two of the ruffians and are searching for the other. *Foochow Advt.*

An Imperial Decree was published on the 13th instant in Peking commanding the establishment of a seventh Board—the *Hai Fu*, or Board of Admiralty. His Imperial Highness Prince Ch'uan is appointed Pre-

sident; Prince Ch'ing (the Beilich Yü Kiang, President of the Tsung-li Yamen) and Li Hung-chang, Vice-Presidents; Shan Ch'ing and the Marquis Tsiang, Assistant Presidents. The main object of the decree is to be concentrated immediately at Tientsin under the direction of the Vicere, and will be extended year by year throughout the Eighteen provinces. *N.C.D. News.*

The Registrar-General's returns of births and deaths in the Colony of Hongkong for the third quarter of 1885 are published in the *Government Gazette*. There were 50 births amongst the British and foreign community and 314 amongst the Chinese. The deaths amongst the British community, 71 in number, were thus distributed—British and foreign, 22; Portuguese, 10; Indian, &c., 14; non-residents, 18; unknown, 1. There were 1,711 deaths amongst the Chinese. The annual death-rate, per 1,000, for the quarter was—Whole population, 44.43; British and foreign community, 29.24; ditto non-residents, 25.19; Chinese, 45.41.

On the 5th instant at about 11 a.m. the British steamer *Port Jackson* was in lat. 27° 11' N. and long. 128° 10' E. when those on board saw a vessel of *Yorishima*, one of the islands of the *Liu-chiu* group. The craft was standing upright and appeared to be a *baku* which had stranded. Only the fore and main lowermasts apparently were standing. There were lots of junks alongside, but the white sails of what appeared to be foreign boats were also seen. The position of the wreck at noon on the same day was N.E. & E. distant 7 miles. There is only a very slight possibility that this vessel is the *Cashmere*, which became a wreck on the 13th September some 200 miles from *Tanegashima*, though it is the vessel most likely to have drifted considerably. The U.S.S. *Osprey* left Kobe on the 30th September to look for the *Cashmere* which was on a voyage from Philadelphia to Kobe. She sought to return to port whether the stranded vessel was likely to be the *Cashmere*. It would take a man of war long to run out to the *Liu-chiu* Islands for this purpose. *N.C.D. News.*

The Batavian Government seems to be in even a worse position, financially, than the Government of Hongkong. From a Batavian paper we learn that among other reductions of official expenditure in prospect is the parading of forty incurable *bari* patients among the convicts, from their fate to perish from disease, misery, and want, at least there seems no prospect of anything being done to alleviate their lot. In Acheen, *bari* is so fearfully prevalent that, by last advices, about twenty patients often die it daily, 290 to 320 persons stricken by it are invalided monthly to Padang. Within this year, in Acheen no less than three medical officers have been seized with *bari bari*, which is not only wasting away the army of occupation but also threatens to make it impossible for Europeans to stand garrison life there from attacking them too. From one outfit out of 200 Europeans about 17 had to be sent to hospital in consequence.

AUDACIOUS PIRACY AND MURDER ON A BRITISH STEAMER.

For many years past, there has been such an entire absence of piratical attacks on foreign vessels, either steamers or sailing vessels, that foreign merchants in Hongkong and China and foreign shipping have fondly assured themselves that

the above, we may add the words of Major General Cameron, when addressing the officers and men after the inspection the other day, who said that he was not one to give praise where praise was not due. A steady Regiment on parade than the one before him he had seldom seen, and wherever they go, should they be called in action the gallant Inniskillings will no doubt distinguish themselves as they have always done, &c., &c. We wish them a pleasant passage, and a safe arrival at their destination.

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men, and the second officer received no less than seven bullet wounds and the chief engineer two before he reached the fore hold, where they took refuge. Immediately the first shot was fired the Captain looked round, and shouted to the man who had fired it, but at once he and the first officer seeing other men aim at them with their revolvers, realised what was going on, and while the Captain made to get to the chart room, on the bridge, where his revolver was, the Chief officer, ran down the starboard steps leading to the main deck, thence down the saloon steps into his cabin below, in order to get his revolver. Here Sherville closed himself, so as to get his revolver loaded. The Captain, less fortunate, was at once confronted by three or four of the ruffians who had reached the bridge by the port steps leading from the main deck and before he could reach the chart room (also on the port side) his assailants had poured a regular volley into him with their revolvers (some of them had two). The Captain, as might have been expected, offered a strenuous resistance before he was overpowered, but unarmed as he was, it was impossible for him to contend with the odds against him. We have not been able to find anyone who saw the whole encounter between the Captain and his murderers, but the white sails of what appeared to be foreign boats were also seen. The position of the wreck at noon on the same day was N.E. & E. distant 7 miles. There is only a very slight possibility that this vessel is the *Cashmere*, which became a wreck on the 13th September some 200 miles from *Tanegashima*, though it is the vessel most likely to have drifted considerably. The *U.S.S. Osprey* left Kobe on the 30th September to look for the *Cashmere* which was on a voyage from Philadelphia to Kobe. She sought to return to port whether the stranded vessel was likely to be the *Cashmere*. It would take a man of war long to run out to the *Liu-chiu* Islands for this purpose.

Meanwhile other members of the crew neering party were engaged in overawing the other members of the crew and the rest of the passengers. The second engineer, hearing the shooting going on, came up on deck to see what was the matter. No sooner had he done so than he received by no means pleasant and pressing attentions from several of the desperadoes, who fired seven or eight shots at him, but luckily failed to hit him. He also, made a dash for his room, which he succeeded in gaining without injury. Here he locked himself in, but on the pirates politely informing him that if he did not come out they would kill him, and that if he did and looked after the engines, they would not, he thought the wise plan was to let his arbitrary masters have their own way. He then came out of his room, and was ordered down into the engine room, being accompanied by one of the pirates, a tall, muscular man who compelled the trembling lad to obey his orders at the muzzle of a revolver. At the top of the engine-room stairs stood another guardian, also armed with a revolver. The purser (*Cheng San Yu*), a fluent speaker of English, was also visited by one of the murderous gang, who quietly asked him to step out of his room. At first, the purser seemed disinclined to comply, but a bullet passing dangerously close to his body, he yielded with some alarm. Outside, his attendant saluted him in the same agreeable manner four times, but, strange to say, not one of the shots took effect on the object.

To complete their devilish work out of them proposed that they should set fire to the ship. Another more merciful, apparently, suggested that as they had got a good deal of plunder and the ship was helpless, they should give the many unfortunate people a chance of being picked up by some passing steamer. Happily but most unexpectedly the better council prevailed, and no one, so far, has lost their life by this most audacious and desperate attack but the Captain. It was noticeable that the pirates took care not to call each other by their proper names, but made use of a vulgar term when addressing each other. Nearly all could speak a little English, and one of the men, who was apparently a leader, spoke English, Portuguese and Chinese.

Two of the pirates, injured the previous night, were taken off by their comrades. All three junks were two masted, and resembled strongly the ordinary type of salt smugglers. The two with most booty on board left first, and then the junk remaining, the most heavily armed of the three, followed. They also stove in all the four boats, so that no one could leave the ship.

Mr. Hui was good enough to inform me that the duty on vegetables had been imposed, not to raise a revenue, but to prevent smuggling, many half-chests of tea having lately been smuggled to Hongkong in vegetable baskets; he promised to order that in future all vegetables and fresh fruit have hitherto been allowed to go to Hongkong free of duty shall be allowed to do so in future, and His Excellency was kind enough to promise that he would see to the master this very afternoon. I have,

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To complete their devilish work out of them proposed that they should set fire to the ship. Another more merciful, apparently, suggested that as they had got a good deal of plunder and the ship was helpless, they should give the many unfortunate people a chance of being picked up by some passing steamer. Happily but most unexpectedly the better council prevailed, and no one, so far, has lost their life by this most audacious and desperate attack but the Captain. It was noticeable that the pirates took care not to call each other by their proper names, but made use of a vulgar term when addressing each other. Nearly all could speak a little English, and one of the men, who was apparently a leader, spoke English, Portuguese and Chinese.

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behind), bought only a few days before from Messrs Gandy & Co. for \$90; five gold watches, three silver watches, four gold chains, four gold rings belonging to the officers, a gold scarf ring, some studs, six breach-loading rifles from the ship's armament, two or three revolvers, two anchor lights, a telescope from the ship, several leather travelling bags, and a quantity of mandarin silk clothes, meant for presents, about 500 pieces of Chinese clothing, and some valuable Chinese medicine. One of the gold watches was engraved and set in pearl. The only cargo taken was a box of opium. Altogether the property and money taken is valued at \$10,000, a pretty fair haul for a band of Chinese pirates.

All these articles were collected together to the correspondence noted in the margin, and I will see that, on a former occasion, when a representation was made on a similar subject to the Chinese Authorities, the Superintendent of Customs expressly exempted vegetables from the category of exports properly dutiable by law.

Sir—*I have the honour*, by direction of the Governor, to inform you that no vegetables have arrived in this Colony from Canton for several days in consequence as is alleged of the imposition of tax on them by the Chinese Authorities.

His Excellency will be obliged by you making an early representation on the subject to the Viceroy. As a daily supply of from 40 to 60 tons of vegetables is required here, the present stoppage is a matter of very serious consequence to the

For Sale.

To Let.

Mails.

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE.
Quarts..... \$20 per Case of 1 doz.
Pints..... \$21 " " 2 "
Dobro Freres & de Giron & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxtor's Celebrated "Barley Bres"
WHISKY..... \$72 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1885. 1187

FOR SALE.

THE SPANISH STEAMER P A S I G.
Apply to ROZARIO & Co.
Hongkong, September 4, 1885. 1631

FOR SALE.

A HOUSE at the PEAK, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea.
Apply to 'PEAK,'
o/o. THE OFFICE.
Hongkong, April 11, 1885. 614

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES, FROM LONDON, via THE SUZ CANAL, TO INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES, BY W. A. GULLAND.

To be obtained at the CHINA MAIL OFFICE.
Messrs. LANE, CRAWFORD & Co.
" FALCONER & Co.
Hongkong, September 2, 1885. 1475

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, 5/- each.
CHINA MAIL Office.

INSURANCES.

SINGAPORE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.
All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.
ADAMSON, BELL & Co., Agents.
Hongkong, July, 1885. 1239

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 1/2 per cent, not premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

STEAMERS.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:
Marine Department.

Policies issued at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1882. 496

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KÄRBERG & Co.
Hongkong, November 5, 1883. 855

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KÄRBERG & Co., Agents, Hongkong, January 4, 1887. 100

TO LET.

DELVUE, Kowloon, with GARDEN and TENNIS COURTS attached. Entry at once.

Apply to G. C. ANDERSON,
13, Praya Central,
Hongkong, August 24, 1885. 1447

To Let.

Mails.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERSITE), Single ROOMS OR SUITES OF APARTMENTS.
No. 4, OLD BAILEY STREET.
Apply to DAVID SASQUON, SONS & Co.
Hongkong, May 11, 1885. 779

TO LET.
(With Possession from 1st October, 1885.)

HOUSE, No. 8, STANLEY STREET.
Gas and Water laid on.

For Particulars, apply to ROZARIO & Co.
Hongkong, July 22, 1885. 1236

TO BE LET.

Apply to A. S. WATSON & Co.
Hongkong, July 28, 1885. 1272

TO LET.

Entry can be had immediately.
Apply to ROBERT LANG & Co., Queen's Road.
Hongkong, August 31, 1885. 1500

THE PEAK.

TO LET.
BUNGALOW at Mount Kellet. FIVE Rooms, TENNIS COURT, &c., &c.
For 1886 or longer if desired.

Apply to JOHN D. HUTCHISON.
Hongkong, September 17, 1885. 1626

TO BE LET.

DESIRABLE RESIDENCE in RICHMOND TERRACE.
Apply to J. D. HUMPHREYS.
Hongkong, September 23, 1885. 1650

TO LET.

From 1st November, 1885,
N O. 9, REMEDIES TERRACE, 6 ROOMS,
BATH ROOMS, &c.

C. F. A. SANGSTER,
Receiver.
A. A. Remedies, Deceased.
Hongkong, October 18, 1885. 1801

TO LET.

OFFICES and CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by Messrs. JARDINE, MATHEWS & Co.

Apply to BIRD & PALMER,
Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 8, 1885. 597

NOTICE.

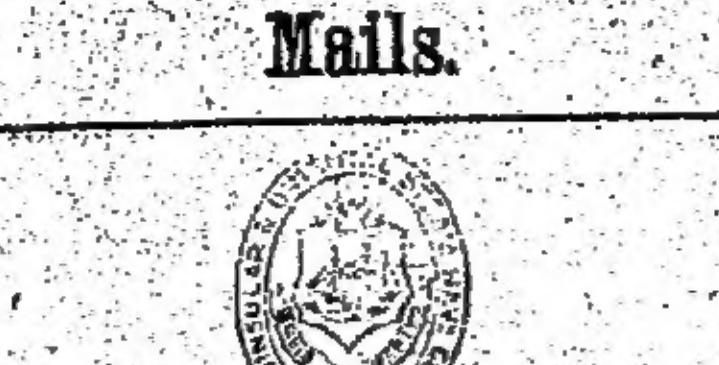
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

THE OVERLAND RAILWAY, AND ANTWERP.

INTIMATIONS.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BHINDI,
TRISTE, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ROHILLA, Captain W. BARRETT, will
have the Post of Her Majesty's Mail, will be despatched
from this LONDON on direct to SUEZ
CANAL and until Port of Call, on
TUESDAY, 27th October, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shipowners are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.

A. McIVER, Superintendent.

Hongkong, October 15, 1885. 1802

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched from San Francisco, via Yokohama on TUESDAY, the 3rd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japanese
Ports, to San Francisco, to Atlanta and
Inland Cities of the United States, via Over-
land Railways to Hawaii, Trinidad and
Demerara, and to ports in Mexico, Central
and South America, and to the various
countries of South America.

Third Class Passage Tickets granted to
England, France, and Germany, by all
the main Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Return
Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
Packaged will be received at the office until
5 p.m. same day; all Parcels Package
should be marked to address in full; value
of same is required.

Conular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information, apply to the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 3, 1885. 1735

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

Merchant Vessels in Hongkong Harbour.

Excerpts of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, and those in the body of the Shipping or midway between each shore are marked *b*, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.

Section 2.

Section 3.

Section 4.

Section 5.

Section 6.

Section 7.

Section 8.

Section 9.

Section 10.

Section 11.

Section 12.

Section 13.

Section 14.

Section 15.

Section 16.

Section 17.

Section 18.

Section 19.

Section 20.

Section 21.

Section 22.

Section 23.

Section 24.

Section 25.

Section 26.

Section 27.

Section 28.

Section 29.

Section 30.

Section 31.

Section 32.

Section 33.

Section 34.